

the chairman and the ranking member on the Treasury and General Government Appropriations Subcommittee, the distinguished Senators from Colorado and North Dakota, regarding port security.

Mr. DORGAN. Mr. President, the security of our Nation's ports is of extreme importance to me, so I gladly will engage in a colloquy with the senior Senator from Washington. Being from a northern border state, like the senior Senator from Washington, I am particularly concerned about how others may try to use the border to circumvent our security. Furthermore, it is important that improving our security doesn't unnecessarily infringe upon commerce that travels over our northern border.

Mr. CAMPBELL. Mr. President, I also agree that securing our Nation's ports and points of entry is critical to protecting our citizens.

Mrs. MURRAY. Mr. President, on October 31, 2002, the U.S. Customs Service published regulations requiring sea carriers to provide cargo manifests 24 hours prior to the lading of containerized cargo at foreign ports for shipment to the United States. In short, since December 2, 2002, the Customs Service has been asking for a detailed list of all cargo entering a U.S. port and detailed information regarding the shipper. This will allow Customs agents to identify at-risk cargo, thus making our ports safer.

My State of Washington includes the ports of Seattle and Tacoma. These ports combined represent the Nation's third largest intermodal container gateway. So I applaud this initiative, which will allow customs agents the opportunity to identify at risk cargo, while expediting the process for low-risk cargo.

Having said that, I am concerned that if this rule is not adopted by the Customs authorities in countries with whom we share a border, we could actually make our borders even less secure. There is a substantial flow of overseas containerized goods coming over the Canadian and Mexican borders, especially the Canadian border, into the U.S. annually. If those goods are not subject to the 24-hour rule, as overseas containerized goods coming through U.S. ports are, we have defeated the intent of the rule. In addition, we are actually providing an incentive for shippers to use the Canadian or Mexican gateways instead of bringing their goods through U.S. ports. This scenario hurts us in two ways. First, it diminishes the security at our borders if the same rules do not apply to overseas containerized goods coming through Canada or Mexico, and second, if shipping lines flock to ports located in our northern and southern neighbors to bring goods into the U.S. due to the "hassle factor," it takes jobs and the potential for economic growth from our communities.

For this reason, I am gratified to learn that the Canadian government is

in the process of considering port security regulations of its own. U.S. Customs has thus far been able to work successfully with Canadian Customs on programs such as the Smart Border Accord, the Container Security Initiative, and the Customs Trade Partnership Against Terrorism effort.

So I am asking the distinguished Senators from Colorado and North Dakota regardless of whether the Canadian Government does or does not implement a similar advanced manifest information requirement, to with me to see our Government require the same manifest information on all container traffic that is destined to the United States on a through-bill-of-lading via a Canadian or Mexican port.

Mr. DORGAN. Mr. President, I thank the distinguished Senator from Washington for raising this issue with me. Congress must be vigilant in making sure that all cargo entering this country via any method—sea, air, or rail—faces the same level of scrutiny. Should the perception develop that it is easier to move goods into the U.S. through Canada, not only would our Nation's ports be disadvantaged economically, but our country would face a greater security risk. As you point out, regulation on ship traffic is moving ahead. I understand that Customs Commissioner Bonner has directed that regulations regarding rail, air, and truck shipments be kept on track. I certainly will work with the distinguished Senator from Washington and the Customs Service to ensure that all cargo entering the United States receives equal scrutiny.

Mr. CAMPBELL. Mr. President, I will work with the Senator from Washington, my ranking member, and the Customs Service to achieve this important goal. We must work hard to plug the security holes that exist, and this is one we should fix.

#### PROVIDENCE PERFORMING ARTS CENTER

Mr. CHAFEE. Mr. President, as we move forward on this measure, I noted in the Senate Report accompanying the FY 2003 Commerce, Justice, State, and the Judiciary Appropriations bill that the Appropriations Committee urged the Economic Development Administration (EDA) to evaluate several worthwhile proposals for projects which may be eligible for funding under the various EDA programs.

Mr. GREGG. That is correct. The committee listed six such proposals.

Mr. CHAFEE. I would like to make the Senator from New Hampshire, the Chairman of the Commerce Appropriations Subcommittee, aware of a strong economic development proposal from my home state of Rhode Island.

The proposal focuses on the renovation of the restored historic theater at the Providence Performing Arts Center, PPAC, in our capital city of Providence. Listed on the National Register of Historic Places, the facility was recently named an Official Project of the Save America's Treasures program directed by the National Trust for His-

toric Preservation and the White House Millennium Council. The full renovation of the theater, both structural and mechanical, is the ultimate goal of the non-profit entity that operates the center. A renovated PPAC has the potential to be one of the major economic development stimulants in the old downtown. I know from my membership on the Environment and Public Works Committee, which has authorizing jurisdiction over the EDA, that this project is very similar to others funded by the agency.

I ask the chairman if the Providence initiative is in keeping with the projects recommended by the committee and listed in the report?

Mr. GREGG. It is. In fact, the proposal to renovate and operate a vibrant theater appears to be just the type of job-creating project EDA should be encouraging in our downtowns.

Mr. CHAFEE. That being so, I ask the chairman if he would deem the Providence project part of the committee's recommendation to the EDA.

Mr. GREGG. Although we cannot amend the report at this point, I would urge the EDA to evaluate the Providence Performing Arts Center project along with the other projects listed in the committee report. The project should be given every consideration within applicable procedures and guidelines by the Economic Development Administration.

Mr. CHAFEE. I thank the Senator and look forward to working with the committee and EDA to generate positive economic development in downtown Providence.

#### MORNING BUSINESS

Mr. SESSIONS. Mr. President, I ask unanimous consent that the Senate proceed to a period for morning business, with Senators permitted to speak therein for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### CRISIS IN ETHIOPIA

Mr. KENNEDY. Mr. President, our colleague in the House of Representatives, FRANK WOLF, recently returned from a visit to Ethiopia and Eritrea. His report on the trip describes the dire health and humanitarian crisis in these countries.

Congressman WOLF states that, without urgently needed support, an additional 11 million people may perish because of the famine exacerbated by drought, because of the HIV/AIDS epidemic, and because of the lingering effects of those countries' 2½ year border war.

These issues are extremely serious, and the international community can and must do more to help alleviate this crisis. I believe that Congressman WOLF's report will be of interest to all of us in the Senate, and I ask unanimous consent that it be printed in the CONGRESSIONAL RECORD.